



City of Seattle

Mike McGinn, Mayor

Seattle Freight Advisory Board

Warren Aakervik, Chair

Linda Anderson

Bari Bookout

Katherine Casseday

Anne Goodchild

Terry Finn

David Mendoza

Mike Sheehan

Rob Smith

Cameron Williams

The Seattle Freight
Advisory Board shall
advise the City Council,
the Mayor, and all
departments and offices
of the City in
development of a
functional and efficient
freight system and on all
matters related to freight
and the impact that
actions by the City may
have upon the freight
environment.

City Council Resolution
31243

Seattle Freight Advisory Board Meeting Minutes

Date/Time: March 19, 2013 / 9:30 a.m.

Location: Seattle City Hall, L280

Members Present: Warren Aakervik, Linda Anderson, Bari Bookout, Katherine Casseday, Terry Finn, Rob Smith, Cameron Williams

Guests Present: Thomas Noyes (WSDOT), Craig Grandstrom (CH2M Hill), Dan Burke (Port of Seattle), Jim Tutton (WTA), Frank Rose (Sysco Seattle), Don Brubeck (West Seattle Bike Connections), Allison Dobbins (Parsons Brinckerhoff), Dan Graynski (Fehr & Peers), Tim Hillis (Charlie's Produce)

City Staff Present: Cristina VanValkenburgh, Bill Bryant, Dongho Chang, Jonathan Dong, Tracy Krawczyk, Kevin O'Neill, Ron Borowski, Lorelei Williams, Mary Catherine Snyder, Ruth Harper (all SDOT)

1. Welcome and Introductions

Board members, City staff, and other attendees introduced themselves. Rob Smith introduced himself as a new board member attending his first board meeting. Warren noted that the agenda would go a bit out of order to accommodate presenter schedules.

2. Arena EIS Transportation Analysis

Cristina VanValkenburgh gave a brief update. DPD is the lead agency for permitting the Arena and publishing the EIS; SDOT is working with DPD. URS is the lead consultant; Transpo is doing the transportation impact analysis. Calvin Chow is the main SDOT coordinator.

SDOT's involvement focuses on the street vacation of Occidental, the urban landscape of 1st, Holgate and Massachusetts, and the function of Occidental between the proposed arena site and Atlantic. Freight is a prominent issue—how the streets function at peak periods and potential for a delay at Atlantic and 1st. EIS will examine when events will occur, and look at cumulative impacts and peak seasons.

The draft EIS is scheduled to be released in June for public comment. There will be a 30-day comment period which can be extended to 45 days. Once the draft EIS is published, DPD and/or the consultant can make a more formal presentation to the Board.

Comments/Questions from the Board:

- Will there be an analysis of all the peaks? A: Yes, there are dual event thresholds; when exceeded, there will be specific transportation management actions for that event.
- Could the event be cancelled? A: No, mitigation details will be worked out in advance.
- Does modeling take into account future Port growth? A: Yes we look at all projections.
- How many games per year? A: Not sure, maybe 80?
- Do we know what times the games will be? A: No, we have not seen a schedule from the applicants.
- Be sure and talk to Metro about special needs.
- What will happen if things are not working? A: The door is open to all solutions. The EIS will help identify elements of the transportation management program.
- There will be a couple of hundred events to make the arena viable. A: Yes, we understand that. The EIS will account for these events.

3. Approval of minutes

The February 2013 minutes will be available for review and possible approval at the April meeting.

4. Chair's Report and Announcements

Warren welcomed all. He thanked Frank Rose and Tim Hillis for continuing to attend and encouraged them to participate in discussions. He announced that he is officially retiring. He has sold his company to his daughter, but will be continuing to work for the company as a consultant.

Warren asked for an update on the previous night's Waterfront Design meeting. Bari Bookout, Rob Smith and Linda Anderson all attended. There was discussion about the following issues:

- Potential waterfront transit service, which would operate in the travel lanes as opposed to dedicated right of way and could include modern or vintage trolleys.
- Pedestrian Board concern about the length of pedestrian crossings of Alaskan Way
- Four options for a cycle track were presented and discussed.

The Waterfront design team will attend the April 16 SFAB meeting to provide more information and discuss the project with the Board.

6. Industrial Areas Freight Access Project

Dan Burke from the Port of Seattle and Ron Borowski from SDOT reviewed the scope and progress of this project. This project will help provide information leading to Seattle's first Freight Master Plan. The Industrial Areas Freight Access project is

focused on access to the manufacturing industrial centers, including key connections to the regional highway network, and connections between the two centers. This will be a technical project to evaluate access and circulation. Future work will help tell us which improvements will provide the best return on investment. The project will produce a set of capital project and programmatic recommendations to maintain and improve freight mobility in the project area. The total budget is \$383K.

SDOT will look for input from the Board on problem identification, advice on performance measures and reliability, and for insights on how freight companies make decisions.

Comments/Questions from the Board:

- Will the major truck streets be examined? A: Yes, but any changes to the network or to policies would be made as part of the Freight Master Plan process.
- Will rail be examined? A: Yes, we'll examine the differences in capabilities of going north-south versus east-west on the city street system, as well as examining delay and grade separation needs. Thomas Noyes pointed out that Washington State is updating its rail plan, too.
- Will you examine the restrictions on trucks downtown? A: If this is a problem, we will identify and address these in the Freight Master Plan. The Freight Access Project will not address delivery conditions.

Presentations are available at:

<http://www.seattle.gov/sfab/meetingpresentations.htm>.

7. Broad Street BAT Lane

Dongho Chang and Jonathan Dong updated the Board on changes that have been made to the Business Access and Transit (BAT) lane, based upon previous comments from the Board. The bike lane on Broad Street has been eliminated. A bus lane and left-turn lane have been added on 2nd Avenue and Broad Street. Parking will be removed for about 100 ft on 1st Avenue north of Broad Street.

The Board thanked Dongho and Jonathan for keeping two uphill lanes on Broad Street.

The revised plan is available at:

<http://www.seattle.gov/sfab/meetingpresentations.htm>.

8. 23rd Avenue Corridor

Lorelei Williams presented changes being considered along the 23rd Avenue Corridor between E Madison St and Rainier Avenue S. SDOT has applied for additional grants to make other improvements to leverage the pavement work planned. A three-lane corridor is being examined, including an evaluation of how it would affect transit and other traffic.

Construction would begin in 2014. There are no funds to purchase property to increase turning radii. Safety improvements are the highest priority, as well as addressing the pedestrian environment.

Comments and questions from the Board:

- Will the road really go to three lanes in some places? A: This is just a possibility that is being evaluated; no decision has been made. Lorelei mentioned that although SDOT would prefer to maintain a consistent cross-section, perhaps four lanes could be considered at some intersections.
- Can lights change for transit priority?
- Northbound on Jackson is the worst; cars do need to pass there.
- Please include where the bus stops are, whether they are in-lane, and if they will be relocated.
- How about a greenway at 19th? 20th? 24th? A: Parallel greenway routes are being evaluated.
- Please talk to transit and bus drivers.
- Please let us look at the plans when you have a more definite design.

The presentation is available at:

<http://www.seattle.gov/sfab/meetingpresentations.htm>.

9. Commercial Vehicle Pricing Project

Mary Catherine Snyder updated the Board on this project, which is now underway. This project has federal funding to improve Commercial Vehicle Loading Zone (CVLZ) effectiveness.

In addition to reviewing the presentation found here:

<http://www.seattle.gov/sfab/meetingpresentations.htm>, there was a lively and involved discussion between SDOT staff, the Board and several interested audience members.

Comments and discussion included:

- Should the definition of a CVLZ change in terms of what vehicles can park there?
- Should all cars (including modified ones) be prohibited from parking in CVLZs? Delivery trucks often circle endlessly looking for parking.
- The PEOs are not ticketing other cars; the load zones are too short; 30 minutes is not enough—delivery trucks are getting ticketed.
- Can the time limits be extended to 45 minutes or one hour?
- Limit load zones to bigger vehicles.
- Define the time of the zone based on the size of the vehicles.
- Trucks are parking overnight, but start getting tickets at 7am.
- Can there be 24 hour load zones?
- Can there more additional zones?
- There is a difference between a CVLZ and a truck loading zone. Truck loading zones are in non-paid areas, not downtown.
- This project will include talking to the freight community.

- SDOT can also look at existing policies.
- Can there be technology to see if the vehicle parked is a commercial vehicle or not? Some sort of reader? Enforcement by sensors? Tow away illegal vehicles?
- Perhaps sensors could help let truck operators know where space is available.
- Truck delivery times are dictated by customers—it's great when delivery companies can get keys to the business. Also, give customers a break for using non-preferred delivery times.
- How about different permitted times of day for delivery based on size of vehicle and length of delivery time needed?
- Can we clear the streets before 10am except for deliveries? (NYC does this).
- SDOT should come to truck driver's meetings.

The presentation is available at:

<http://www.seattle.gov/sfab/meetingpresentations.htm>.

Public Comment:

Don Brubeck from West Seattle Bike Connections stated that West Seattle seems to get cut off from the rest of the world. He hopes that bike transportation will be part of the solution.

10. Adjournment

The meeting adjourned at 11:30 am.